

IV. Circulation and Parking

The Circulation and Parking Element addresses the creation of a safe and efficient street system to accommodate the movement of people and goods, as well as pathways to serve bicyclists and pedestrians. This element closely correlates with the Land Use Element. The circulation plan must support the provision of the land use plan, and the land use plan must be sensitive to the existing and future road conditions and capacity.

The Circulation and Parking Element will guide improvements to the transportation network through 2017. Development projects will provide circulation and parking improvements, and the City will continue to fund additional transportation projects as much as possible as approved in the annual Capital Improvement Program. By 2017 Olde Town will provide a connected multi-modal system to roads, trails and paths. Transit service and Citywide transportation systems management will provide options for travelers and help reduce peak hour auto trips.



Transportation is, and will continue to be, one of the most important planning issues in the coming decades. In neighborhood meetings held for the Olde Town Plan, residents and businesses identified traffic congestion (from pass-through and high school traffic) and parking as the major issues facing Olde Town. As part of a region that is presently dependent on automobiles for transportation, Issaquah will have to contend with the presence of vehicle congestion and the costs and efforts of trying to manage that congestion. Olde Town offers a potential model for integrating transit and circulation improvements to lessen the dependence on automobiles.

A. Vehicle Circulation and Traffic

The traffic circulation network is organized by function into a hierarchy of streets: arterial roads, collectors and local streets. **Figure IV-A** shows Olde Town's road circulation network. Definitions of the three types of streets are contained in the impact analysis section at the end of this element.

The circulation within Olde Town is essentially a grid system of north-south and east-west streets. There are gaps in the grid that force Olde Town's pass-through traffic to Front Street, Sunset Way, SW Newport Way and 2nd Avenue SW. The Circulation and Parking Element provides some suggested connections between gaps on roads and alterations in roads to facilitate neighborhood circulation (not through-traffic circulation).

Filling Gaps

The Olde Town Plan proposes the connection of several roads. **(See Figure III-B.)** These connections are meant to facilitate movement for residents or shoppers around the CBD. They are:

1. *Connect 1st Avenue NW with Rainier Boulevard N.* This connection may occur in conjunction with the potential reconfiguration of the Front Street, Dogwood Street and Rainier Boulevard N. This connection would allow traffic on Rainier a direct link to use to 1st Avenue NW and will leave the southern terminus of Rainier to be converted into a parking street. 1st Avenue NW also will be converted to a one-way road (proposed southbound between NW Dogwood and W. Sunset Way) with on-street parking. The roads and their connection will serve local residents and businesses.
2. *Revise the alignment of NW and NE Dogwood.* This realignment will allow better east-west local traffic circulation. The reconfiguration may take a variety of forms including creating a traffic island on Front Street between the offset portions of Dogwood Street. The island would be a traffic calming device and the indication that drivers are about to enter the downtown. Rainier Boulevard N. would be changed to a cul-de-sac and parking street south of its new connection with 1st Avenue NW. Alternatively the Dogwood road segments may be adjusted north and south to meet in a four-way intersection. Placing stop signs or a signal at the new alignment is another issue to be considered. Any of design alternatives should be studied in greater detail to ensure engineering safety and community goals can be met.
3. *Connect Rainier Boulevard N. into Front Street across from NE Dogwood.* This connection may occur in conjunction with the potential reconfiguration of the Front/Dogwood/Rainier intersection configuration. This will remove Rainier from its terminus at NW Dogwood to create a four-way intersection at Front Street N. The NW Dogwood intersection would be offset from the Rainier Blvd/NE Dogwood/Rainier intersection.

Figure IV-A
Road Circulation Network

Figure IV-B
Potential Circulation Changes

4. Extension of Second Avenue NE to NE Dogwood. This extension would complete part of the grid and would allow residents of this northeast neighborhood to have access to Front Street at the north edge of the subarea. The connection would not occur until the Sunset Way interchange, and Dogwood realignment is completed.
5. *Consideration of Third Avenue Vehicle Bridge Connection.* When there is reduced traffic on Front Street and Gilman Boulevard, consideration needs to be given to extending Third Avenue to Gilman Boulevard. This extension would be used to serve as local access only, with traffic calming devices (such as one-lane bridge passage, intersection islands, speed bumps or 4-way stops) used to discourage non-local use of this connection. This connection is not specifically identified as an action of the Plan, but instead as an improvement to be considered toward the end of the 20-year planning period, because it is a gap in the Olde Town road grid that would improve neighborhood circulation.
6. *Secondary Connection.* Creating a secondary connection is intended to provide School District buses and School faculty and student drivers an alternative to using Front Street. Such a connection resolves the morning and afternoon long line of busses up 2nd Avenue S and Front Street. If bus delivery times are improved, it may be an additional incentive for students to utilize the District bus services instead of driving from home.

Traffic Calming

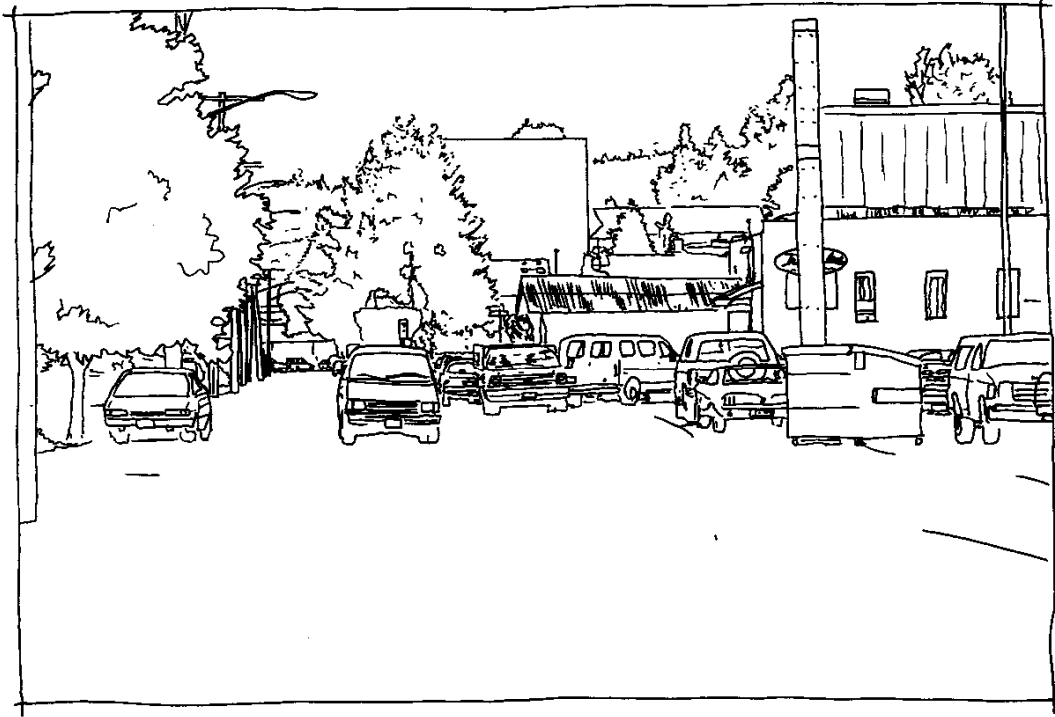
Front Street is and will continue to be the major north-south arterial through Olde Town. However, with improvements elsewhere in Issaquah by both city, county, RTA and state transportation agencies, Front Street may have the opportunity to change from gridlock to a locally serving arterial road that is well connected to transit. Planned projects by others that will make that possible are:

1. Sunset Interchange
2. North and South SPAR (Sammamish Plateau Access Roads)
3. RTA Transit Station
4. Expanded Metro Bus and Shuttle Service

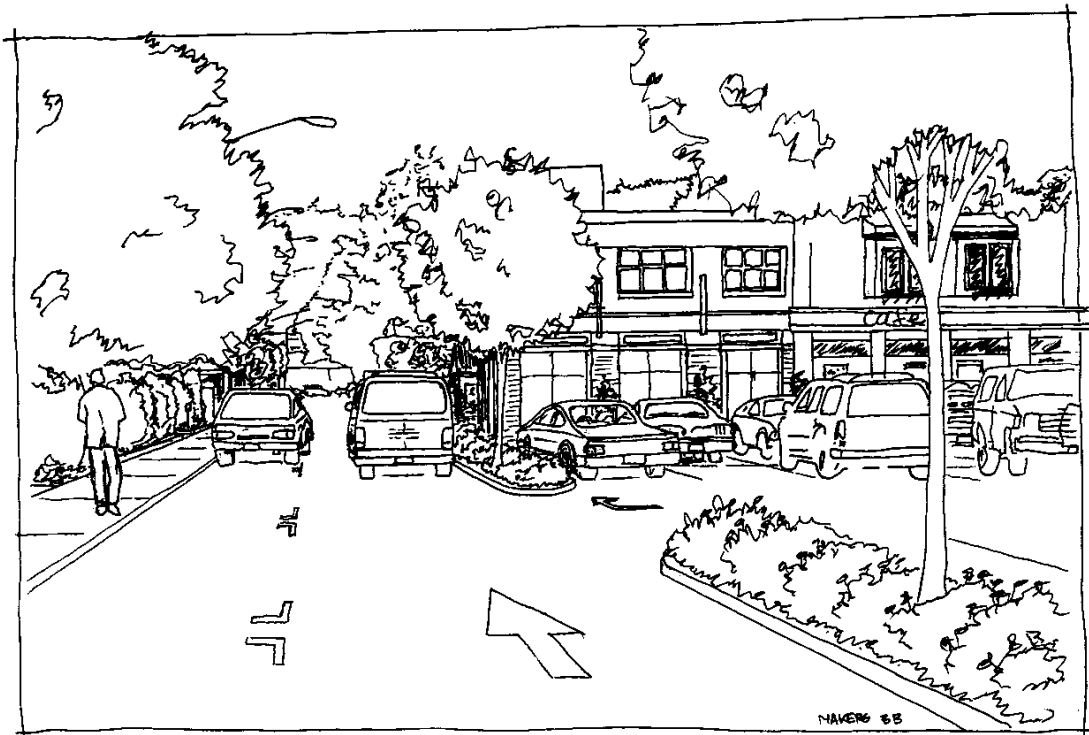
For traffic calming devices to be able to work, at a minimum the Sunset Interchange would need to be complete before traffic calming measures could be implemented. While traffic calming is typically recommended for residential areas, implementing calming measures in the commercial area would be used to give priority to pedestrian movements and transit.



Figure IV-C
1st Place NW Revision to One-Way



Before 1st Place improvements for traffic calming.



After 1st Place improvements for traffic calming.

The Interchange project are critical to reducing the existence of pass-through traffic on Front Street. Olde Town's traffic volumes are high with both morning (AM Peak hour) and evening (PM Peak hour) congestion significant for this part of the City. The current traffic volumes on N. Front Street approach 1,800 trips in the AM and 1,580 in the PM, and on S. Front Street approach to Olde Town, 1,730 trips in the AM and 1,500 in the PM. The intersection at Front and Gilman operates at Level of Service (LOS) C in the AM and F in the PM Peak hour. The intersection at Front and Sunset operates at LOS F in the AM Peak and LOS D in the PM Peak hour. The intersection of Front and Dogwood (at both offset corners) operate at LOS D in both the AM and PM Peak hour.

A computer model was used to generate trips for the anticipated Sunset Interchange. The model assigned zones within the City and then distributed these trips on the street system. (See Table IV-4.)

The Olde Town Plan proposes the future use of traffic calming measures within the residential and downtown commercial areas. Traffic calming measures are small changes to slow the speed of traffic without unnecessary impedance to traffic flow. These traffic calming measures are to improve use of Olde Town roads for the local residents, merchants and shoppers. They are:



1. *Creating one-way streets of 1st Avenue NW and 1st Place NW*, is intended to slow through traffic in the PM Peak hour. It also could allow the addition of more on-street parking as new development occurs. First Place NW has been identified as a potential parking street, in the Urban Trails Plan. As a one-way street the parking would need to be diagonal or parallel rather than perpendicular. The opportunity exists to utilize more of the right of way for parking, thus benefiting Olde Town as a shopping, cultural and entertainment area.
2. *Potentially adding all-way stops to the Alder/N. Front St., Sunset Way/Front Street and E. Sunset Way/2nd Ave. NE*. This is intended to slow traffic enough for a pedestrian friendly environment. Use of all-way stops (signs or 4-way flashing lights). Combining the stops and staggered block perpendicular parking on Front Street would slow speeds to allow parking of cars.
3. *Potentially adding a small island at the Front Street/Dogwood Street intersection*. Locating a small island here would act like a traffic circle at this key intersection. The island would also serve to identify this intersection as a gateway to the Historic Downtown area. The island landscaping will depend on its location in relationship to

the railroad tracks. The railroad tracks would remain useable. If the island is wider there may be room for landscaping and signage.

4. *Slow traffic on 3rd Avenue NE.* Limit the potential future 3rd Avenue NE Bridge to a one lane bridge, and add islands or 4-way stops to slow traffic within this residential area.

Transportation Concurrency

The City's Comprehensive Plan policies connect the need to have the appropriate road facilities and varied transportation modes available when new development takes place. Transportation concurrency regulations measure the capacity of roads against the new traffic generated by a new development. Finding acceptable levels of service for congested Issaquah intersections is essential. It is a concern larger than Olde Town, but Olde Town is severely impacted.

The plans in Olde Town support transit as an alternative to single occupancy car use. Increased population (of bus riding age) is needed to leverage transit enhancements. New development in Olde Town is the way in which the population and ridership can be increased. It is important to allow growth when the growth achieves the vision for multi-modal availability and transit friendly development. The Transportation Concurrency Ordinance needs to contain other options of balancing concurrency policy and Olde Town subarea plan implementation.

B. Transit

Shuttle/Metro

METRO bus service between Issaquah and Bellevue or Seattle provides consistent service, primarily serving working commuters. Most transit service focuses on peak hour commuter runs to Seattle along the I-90 corridor, but destinations such as the University of Washington, downtown Bellevue, Bellevue Community College, Redmond Park and Ride lots and North Bend are also accessible from Issaquah. Mid-day service is inconsistent. Many other King County destinations require transfer at Bellevue or Seattle.



Route 214 provides the direct service from the Issaquah Park and Ride to downtown Seattle, but includes morning pick-up and evening drop-off in Olde Town (1st Avenue SE and Sunset) before continuing east. Route 200 is a shuttle service that runs within Olde Town's downtown, and to Gilman Boulevard retail and office development in Issaquah. This service is about every 30 minutes from downtown passing both the senior center and the

community center on its way to the Issaquah Park and Ride (for connections). The fare for Route 200 is free. The free fare has earned it a small but consistent ridership. The funding for Route 200 will be dropped by METRO in the year 2001, with the option the City of Issaquah, city businesses and other sources to provide continued funding. Continued support for the shuttle is important. The Issaquah Shuttle (Route 200) provides good in-city transit service to shopping areas for residents of Olde Town. Linking Park and Ride parking to the shuttle could allow for fewer vehicles and less parking located in Olde Town, but still be as accessible to Front Street businesses.

Consistent and more frequent METRO bus service connections to other parts of the City, other suburban cities and Pine Lake Plateau is needed. Ridership has to increase to support the addition of new routes. Coordinating new development in Issaquah (including Olde Town), transportation management by employers, transportation by and for the School District, may offer reductions in the grid-lock at the freeway interchanges and Issaquah's primary arterial streets. By providing transit supportive, moderate-density development within Olde Town, the city offers the one real area where METRO service could be expanded and supported. The existing and potential new routes are shown in **Figure IV-B.**

Bus or shuttle service should be considered to expand to loop through the following streets:

1. North Sunset Loop: Alder Street connection to NE Creekway (at the proposed connection) and south on 2nd Avenue NE, around Memorial Park. (This loop serves the Senior Center, Memorial Park, and potential Transit Center.)
2. South Sunset Loop: 6th Avenue SE to Bush Street and then to 2nd Avenue NE or to Front Street S. (This loop serves the historic residential area, City Hall, Community Center and Julius Boehm Pool)
3. Issaquah Creek Loop: Rainier Boulevard N to new 1st Avenue NW connection, then south to NW Alder Street and back to Front Street. (This route serves the new north-end park, multifamily along 1st Avenue NW and the center of downtown.)

Transit Center

Public transit can move great numbers of people rapidly and efficiently, both in-town and regionally. In the most recent reporting (October 1997 to March 1998) bus transit was used by about 2,206 Issaquah riders. This represents about 6% of the total riders on the routes counted. Most of these riders were work commuters that utilized the City's Park and Ride lots as the origin for transit. The Regional Transit Authority (RTA) has been formed to create the overall rapid transit system for the central Puget Sound area. The RTA anticipates locating a transit center in the city of Issaquah. The location of such a center will need to accommodate the functional requirements of the RTA. It has been suggested that transit centers be located as close to the primary transit route (I-90 in Issaquah) as possible.

Making Olde Town a place to accommodate more than just car trips is essential to retaining Olde Town's small town charm. A transit center within walking distance of the Olde Town population could support the regular use of inter-city trips for school, shopping and social/cultural activities. A transit center with shuttle links to an Olde Town RTA Hub could also support intra-city transit without the need of a new park and ride facility.

- ❑ *Consider Locating a RTA Transit Hub In Olde Town.* The shuttle route from the RTA transit center would take busses coming to Issaquah (or transferring in Issaquah) south on Front Street (from I-90) to the Hub on Sunset Way. After dropping-off or picking-up passengers, the RTA busses could then east on E. Sunset Way to the planned Sunset interchange for continuation further east or returning west toward Bellevue and Seattle. **(See Figure IV-B.)** Locating the transit center by City Hall would have transit commuters located in downtown where they could use Olde Town businesses. The transit center would support transportation options for new infill residential population planned in Olde Town.

Trolley

Dreams of an old fashioned trolley system have been listed as a resident interest for a long time. The Downtown Committee for the Issaquah Comprehensive Plan recommended placement of a rubber wheeled trolley for the Rainier Boulevard urban corridor and then the initiation of rail trolley service that would replace the rubber wheeled trolley. The Olde Town Subarea Plan Phase I also discussed the use of a fixed rail trolley along the rail right-of-way. More recently, the Issaquah Historical Society Railroad Committee has proposed, with City Council support (Res. 98-17), the Millennium Trolley Project for rail trolley service between the Historic Depot and Lake Sammamish State Park and Regional Trail System. Locating a transit hub on Sunset would be an ideal transfer point for a Trolley at the Depot in Olde Town. The trolley could augment or be a transition from the Shuttle. A potential trolley route is shown in Figure **IV-B**.

Bus Turnouts

Accommodating busses in Olde Town will become a larger issue as growth continues. There may be a number of projects that have special needs to accommodate bus turnouts. Two such projects are already known. The proposed improvements to the Fish Hatchery include an area to accommodate field trip busses. The Hatchery bus turnout would need to use Newport Way along the southwest side of the Hatchery. Issaquah Middle School needs to revise circulation to accommodate bus loading. The Middle School turnout would be located southeast of the Community Center. These potential changes to accommodate busses are located on **Figure IV-B**.

C. Parking Inventory and Concept

The City's Comprehensive Plan recognizes that parking in the CBD needs different treatment than other parts of the City (See Policy T-5.2). The policy calls for the City to:

1. Allow on-street parking, where feasible, to meet a percentage of the on-site parking requirements,
2. Permit shared parking and joint use parking between sites with different peak times, parking demand or excess supply,
3. Encourage flexible solutions to meet the actual parking demand in the Cultural and Business District,
4. Allow public parking management programs, in lieu of all or some portion of required on-site parking, to fund the development of public parking facilities.

The parking requirements for all residential uses (with one bedroom or more) calls for 2 parking spaces. Retail uses provide approximately 1 spaces per 200 square feet of building space (or 5 spaces per 1,000 s.f). Office uses provide approximately 1 spaces per 300 square feet of building space (or 3.3 spaces per 1,000 s.f.). There is some adjustment for special retail or office uses. A data base that was used to estimate the number of parking spaces that would be required for about 82 dwelling units and 450,300

square feet of CBD commercial, office, government, and school buildings. The allowed 15% reduction for CBD businesses was included. From 1,420 to 2,390 parking spaces would be needed (per Land Use Code requirements) in the CBD portion of Olde Town to accommodate the existing uses. There is currently 1,369 parking spaces available within Historic Downtown Issaquah. Historic Downtown provides about 3 parking spaces per 1,000 square feet. The existing parking provides 57% to 95% of the code required parking. A recent study, Parking Utilization Study in Historic Downtown Issaquah (February 1998) evaluated parking in downtown. The study concluded that under the current building uses, there is sufficient parking available to meet demand. The difference may be that Olde Town has a large walking population, and that the Land Use Code parking requirements reflect a population that drives to its commercial destination. In the future the parking space deficit will be increased if the planned increase in commercial space occurs. The availability of transit is essential to reduce and offset demand for parking from individual drivers

In the future about 917,300 square feet of commercial, office and government space are expected in the CBD. This includes 467,000 square feet of new buildings. A large area of land would be required to provide parking for planned commercial growth. Given the amount of land required for each parking space (350 square feet), 4,375 parking spaces would cover about 12 acres (about 17% of the land area) of the CBD. There are several ways to address parking in the future including more use of timed parking, by different uses, structured parking and more on-street parking.

Historically parking has only been at ground level. The parking requirement and/or the use of structured and off-site parking in the CBD need to be considered. With the limited land available for development in CBD and the relatively high parking requirements, it may too costly and be undesirable to provide surface parking for new commercial or office uses. Future development may necessitate under-building or multi-level parking. To offset the cost of multi-level or under-building parking, it is recommended that a reduction in parking for the CBD be considered. The cost of a surface parking space can cost about \$6,000 per space. This cost is measured against the limited space available to accommodate parking in the CBD. The new Library estimated that two level structured parking would cost about \$9,700 per parking space, but it allows about 160% of the same number of stalls in the same amount of area. Reducing the number of spaces for CBD uses should at minimum consider the following:

**Table IV-1
Current and Potential CBD Parking Rates**

	Current Rate - onsite parking	Potential Rate for parking
Multifamily	2 per unit	1 per unit
Retail	1 per 200 s.f.	1 per 400 s.f. onsite & 1 per 400 s.f. offsite.
Office	1 per 300 s.f.	1 per 500 s.f. onsite & no off-site

(Note: As part of the public and Planning Policy Commission review of the Draft Olde Town Plan, there should be further discussion of reducing the parking requirements for Olde Town – see VIII. Implementation.)

The parking inventory identified 1,369 parking spaces in the area identified as the Historic Downtown Issaquah, which is very close to the boundaries of the CBD. For the current 450,300 square feet and 82 multifamily units in the CBD, there are 1,369 parking spaces available. This equates to 3.04 spaces per 100 square feet of commercial/office space.

Under the current conditions, the availability of parking spaces for businesses is not as great an issue as is the location of the parking and the limited turnover of parking. Many of the parking spaces are private and reserved for individual properties. Thus, as parking is filled on an individual property, the next closest parking space may be blocks away. Demand for parking is greatest at Rainier Boulevard N. and near the Historic Depot. The average weekday duration is usually one hour or less, consistently throughout all the parking areas, followed by duration of 1- to 2 hours. The third largest duration for parking is used by daytime employees requiring 8-hour parking. Employee parking near the merchants (especially the retail and personal service merchants) eliminates convenient parking for customers. It is recommended that existing parking be managed, and should allow for joint use of parking to facilitate Olde Town customers. In the future additional convenient on-street parking (and a parking garage off-street) is recommended for Olde Town CBD.

School Traffic & Parking

Issaquah School District has a fleet of 104 busses and 118 transit employees that utilize the local roads during the morning and early afternoon. These busses utilize 2nd Avenue, Front Street and Newport as their primary routing to reach other areas of the school district. Five years ago the District had only 60 busses. The District anticipates that it will 125 busses within five more years. Increased school bus traffic adds significantly to the Olde Town congestion. Solutions need to be found.

Faculty and student drivers create a parking problem at Issaquah High School. There are 280 student parking spots on the high school campus. The student parking is filled daily through a reserved parking lottery system. The number of students who drive to school varies with the time of school year. Fall and winter there are fewer students that drive than in the spring (when more students reach driving age). Those drivers that cannot park in the school lot spill over onto the shoulders of 2nd Avenue S. About 50 to 75 cars each

day park on 2nd Avenue. Instituting parking restrictions on 2nd Avenue S, coupled with carpool parking enhancement at the school are worthy of consideration to address parking overflow.

School Bus Turnouts

Two new locations for school bus turnouts are needed in Olde Town. The bus circulation at Issaquah Middle School will be impacted by the future Phase II expansion of the Community Center. A bus turnout (pick-up) area has been suggested by the School District and is shown in **Figure IV-B**. Similarly, the Fish Hatchery's planned improvements have identified a needed school bus (or tour bus) turnout location to serve the Hatchery. A bus turnout has been suggested on the east side of Newport Way adjacent to the Hatchery property. This location is also shown on **Figure IV-B**.

D. Pedestrian Circulation

Olde Town is the most pedestrian oriented neighborhood in the city. Walking is prevalent because of the close distance to daily services for residents, the large elderly population living in Olde Town, and the City's success in integrating the urban trail system (Rainier Greenway) as the backbone for pedestrian travel. The urban trail and sidewalks are shared by residents using motorized wheelchairs, parents pushing strollers, bicyclists, as well as roller-bladers and skateboarders who utilize the Community Center skate park.



Once pedestrians get off the main arterial roads or the Rainier Greenway, sidewalks are inconsistent and often missing. Convenient connections to the Tiger Mountain trails are hidden. Physical obstacles hinder pedestrian activity in some areas (i.e. Issaquah Creek or steep hillsides). Bicycle connections are even less frequent, unless roadways are used. Making the connections for pedestrians

and bicyclists needs to be completed. The City's adopted Urban Trails system has outlined the key non-motorized transportation improvements. In addition to these improvements, completion of Olde Town's existing sidewalk system is also recommended. **Figure IV-C** identifies recommended areas for sidewalk connections.

E. Circulation and Parking Action List

The following table has been compiled from the recommended changes to parking and circulation.

Table IV-2
Circulation and Parking Implementation Action List

Project	Priority	Time Frame CIP Year or <i>(potential range of years)</i>	Responsible Agent(s) & Potential Funding
Road Projects			
Study for Front Street/Dogwood/Rainier Intersection	High	2000	City
Construct Front St/Dogwood/Rainier Intersection	Medium	2001-2002	City, LID
1 st Avenue NW extension to Rainier Blvd. Study and Construction	Medium	2005-2007	City, LID
Second Ave Extension to NE Dogwood	Medium	2002-2005	City, LID
1 st Place Parking Street Improvements	High	2000-2002	City, LID, Dev. Projects
Creekway Parking Street Improvements	High	2002	City, LID, Dev. Projects
Rainier Boulevard Parking Street Improvements	Medium	2003-2007	City LID, Dev. Projects
2 nd Avenue NE improvements	High	2003	City, LID, Dev. Projects
1 st Avenue Road improvements	Medium	2001-2003	City, LID, Dev. Projects
North Sunset Residential road overlays	Medium	2005-2008	City
South Sunset Residential road overlay	High	2000-2003	City
Creekside Residential road overlay	Medium	2009-2012	City
South Olde Town Residential road overlay	Medium	2003-2005	City
Third Avenue Bridge Analysis, Design and Construction	Low	2010-2018	City

Project	Priority	Time Frame CIP Year or (potential range of years)	Responsible Agent(s) & Potential Funding
Nonmotorized Projects			
Front Street Streetscape	Medium	2002-2005	City, LID, Main Street
Sunset Way Streetscape	High	1999-2005	City, LID, State
North Sunset Residential walkway completion	Medium	2002-2007	City
South Sunset Residential Walkway completion	High	2000-2006	City
Transit Projects			
Transit Center and Transit Hub Location Study	High	1999	City, RTA, Metro, Main Street
RTA Transit Hub	High	1999-2001	RTA, City, Metro
Transit Route 200 Shuttle Service	High	<i>Continuous</i>	City, Metro
Trolley Service Study	High	1999-2000	Issaquah Historical Society Railroad Committee, City, Main Street, Metro
Trolley Implementation	High	2001-2004	Issaquah Historical Society Railroad Committee, City Main Street, Metro
Parking			
Establish Parking Authority	High	1999- Continuous	City, Main Street
Joint Public-Private parking facility location study	Medium	2003-2006	City, LID
Parking Facility Construction	Medium	2005-2008	City, LID, Dev. Projects

Notes: 1) This table identifies potential new circulation and parking projects for the Olde Town Subarea. These are recommendations formed under the work of the Olde Town Subarea Plan. All roadway projects should be evaluated for traffic engineering.

2) This list of projects for Olde Town is to provide a suggested base of neighborhood projects to include in the City's annual Capital Improvement Plan or Transportation Improvement Plan for transportation projects. This is not a separate CIP/TIP list that would be budgeted separately. It serves as a list of the long term needs for transportation improvements in the Olde Town neighborhood.

Figure IV-D
Urban Trails Plan for Olde Town

Figure IV-E Pedestrian Sidewalk Connections

F. Goals, Objectives and Policies

The following are Circulation and Parking Goals, Objectives and Policies for Olde Town.

OBJECTIVE OT-4.0: Downtown Urban Corridor: Develop an urban corridor and promenade within the Rainier Boulevard right-of-way between Gilman Boulevard and the Community Center. The development of the Downtown Urban Corridor will create an interesting and entertaining experience for visitors, shoppers and residents. The Downtown Urban Corridor will also stimulate sustained economic vitality within the CBD while preserving established neighborhoods and the historic culture of downtown.

- Policy OT-4.1 **Downtown Urban Corridor:** Reclassify, expand, convert and develop the Rainier Boulevard right-of-way between Gilman Boulevard and the Community Center into a Downtown Urban Corridor. The corridor should provide for the following uses:
- 4.1.1 Additional, as well as, improved parking opportunities;
 - 4.1.2 Pedestrian, bicycle and skate/skate board, promenade;
 - 4.1.3 Rail trolley right-of-way and landings, where appropriate;
 - 4.1.4 Connections to the Urban Trails network;
 - 4.1.5 Connections to community shuttles, Metro and parking facilities; and
 - 4.1.6 Consistent and decorative signage for the Community Center, City Hall, the Depot, the Village Theatre, the Library, the Hatchery, Senior Center, downtown attractions (Historic Walk and Issaquah Treasures), Bed and Breakfasts and Gilman Village.
- Policy OT-4.2 **Multimodal Transportation:** Provide multimodal transportation opportunities from the I-90 retail centers past Gilman Village through CBD attractions and south to schools and residential neighborhoods.
- Policy OT-4.3 **Urban Corridor and Trails:** Plan, develop, and construct a system of trails, urban corridors, and sidewalks consistent with the Downtown Urban Corridor and the City-wide Urban Trails Plan.
- Policy OT-4.4 **Trolleys and Shuttles:** Support the Issaquah Historical Society Railroad Committee proposed Millennium Trolley Project for rail trolley service between the Historic Depot and Lake Sammamish State Park and Regional Trail System and a local roadway shuttle system to move people within and around historic downtown core areas.

The following additional Circulation and Parking Objectives and Policies are recommended for Olde Town:

- Policy OT-4.5 **Support the Sunset Interchange to Relieve Olde Town Congestion.** Facilitate the construction of the Sunset Interchange project.
- Policy OT-4.6 **Local Circulation Improvements.** Improve the following local streets to facilitate local circulation:
- a. **Second Avenue NE Improvements.** Improve 2nd Ave NE from E Sunset Way to NE Creekway, consistent with improvements on 2nd Ave. improvements directly south of Sunset Way. Extend, for residential service only, Second Avenue NE to NE Dogwood.
 - b. **Dogwood Realignment.** Realign the intersection of N. Front Street, Dogwood Street (NW and NE) and Rainier Boulevard N.
- Policy OT-4.7 **Parking Streets.** Evaluate and implement the use of parking streets in Olde Town.
- a. Reclassify Rainier Boulevard N. between the East Fork Bridge and NW Dogwood as a parking street.
 - b. Reclassify 1st Place NW between W. Sunset and NW Dogwood as a parking street. Work with merchants along 1st Place to improve the efficiency of rear lot parking.
 - c. Reclassify NE Creek Way between the railroad tracks and 2nd Avenue NE as a parking street.
- Policy OT-4.8 **Parking Management.** Work with CBD businesses and Issaquah Main Street to establish a system of parking management. Establish a system of shared, reciprocal and, timed parking within Olde Town. Evaluate the potential location, funding and construction of a public/private venture parking garage in the CBD. Establish signage that facilitates drivers finding designated public parking areas.